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AMERICAN SEAMEN'S FRIEND SOCIETY.

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THE SOCIETY’S PERIODICALS.

THE SAILORS’ MAGAZINE AND SEAMEN’S FRIEND, a monthly publication of thirty-two pages, contains the proceedings of the AMERICAN SEAMEN’S FRIEND SOCIETY, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the SEAMEN’S CAUSE, and commend it to the sympathies, the prayers and the benefactions of the community.

THE MAGAZINE is sent to single subscribers for ONE DOLLAR a year, payable in advance.

Persons ordering a change in the direction of the MAGAZINE should always give both the old and new address, in full.

THE SEAMEN’S FRIEND is issued, annually, as a four page tract adapted to seamen, and gratuitously distributed among them. It is furnished to Auxiliary Societies for this use, at the rate of ONE DOLLAR per hundred.

THE LIFE BOAT, an eight-page paper, published monthly, will contain brief tales, anecdotes, incidents, &c., and facts, mainly relating to the work of the LOAN LIBRARIES issued by the Society. Any Sabbath-School contributing to the Society \$20 for a LOAN LIBRARY may receive fifty copies, gratis, for one year, with postage prepaid.

Provided a request is sent, annually, for the SAILORS’ MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, *upon application*, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the MAGAZINE, *gratuitously*, should give *annual* notices of their desire for its continuance.

REMITTANCES.

Remittances for the AMERICAN SEAMEN’S FRIEND SOCIETY, in payment of subscriptions to the SAILORS’ MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an ANNUAL MEMBER of the Society, and of Thirty Dollars at one time, a LIFE MEMBER. The payment of One Hundred Dollars, or of a sum which in addition to a previous payment makes One Hundred Dollars, makes a LIFE DIRECTOR.

FORM OF A BEQUEST.

“I give and bequeath to the AMERICAN SEAMEN’S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of—, to be applied to the charitable uses and purposes of the said Society.”

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:—

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, *at the same time*, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.

SAILORS' THE MAGAZINE

AND SEAMEN'S FRIEND



Vol. 68,

JUNE, 1896.

No. 6.

AFTER THE STORM.

Fair rises the morning with rosy beams
Cresting the wave-tips with golden gleams.
The tempest has lulled, as a child at rest
Sobbing to sleep on its mother's breast.
Birds with their snow-white plumage fair
Skim o'er the waters, and sport in the air.
The young waves are laughing along the shore,
Tossing the tangled weeds o'er and o'er,
Caressing the rocks in wild, glad glee,
Triumphant in boundless liberty;
With joy and mirth they sparkle and quiver—
Theirs is not the sound of death's dark river—
The voices of merry children at play:
The fisher boy's song, as he steers his way
O'er the dancing waves in the sunny glow,
Breathes not an echo of dark, wild woe!

Then is it a dream of the silent night
Dispelled forever at morning light,
That here was fought a terrible strife
'Twixt angry billows and fainting life?
Did no one hear the cries of despair
Borne on the moaning midnight air?
None see the dim forms so wildly strain
To grasp their hold of life again?

O sunlit ocean! and can it be
They fought their agony even with *thee*?
And canst thou laugh, and murmur and play
O'er golden youth and manhood grey?

I may not help, but weep awhile,
 And turn a moment away from thy smile.
 Nought does the sorrowful story unfold,
 Ocean alone does the secret hold!
 Life plays again on the busy shore,
 Smoothly the waters ripple once more,
 But they smile for the living, and breathe not the tale
 Of the sea-bound home of those sleepers pale.

M., in *Golden Hours*.

OUTWARDS OR HOMEWARDS.

Still are the ships that in haven ride,
 Waiting fair winds or turn of the tide;
 Nothing they fret, though they do not get
 Out on the glorious ocean wide.
 O wild hearts, that yearn to be free,
 Look, and learn from the ships of the sea!
 Bravely the ships, in the tempest tossed,
 Buffet the waves till the sea be crossed;
 Not in despair of the haven fair,
 Though winds blow backward, and leagues be lost.
 O weary hearts, that yearn for sleep,
 Look, and learn from the ships on the deep!

F. W. B., in *Spectator*.

EBB TIDE.

If God should draw life's veiling flood away
 What sights the human beach could show the day!
 What doubts, what creeping aims, what dreams long drowned,
 What hopes, like fallen stars, would there be found!
 What wreckage where the surface calmly sleeps;
 What shallows where we most had looked for deeps!
 Strange rocks of cruelty that lie concealed,
 Clad in pale weeds of vice, might rise revealed
 Where monster habits in their slimy pride
 Through falsehood's clinging brine securely glide.
 God pity all!—oh, may His own grace hide
 And save our secret souls from such ebb tide!

MARTHA GILBERT DICKINSON, in *Sunday School Times*.

THE SIXTY-EIGHTH ANNIVERSARY.

The Annual Sermon before the AMERICAN SEAMEN'S FRIEND SOCIETY was preached on May 10, by Rev. DAVID JAMES BURRELL, D.D., in the Marble Collegiate Church. Copies of the sermon may be obtained free on application to the Secretary, 76 Wall Street. The Secretary read the Summary of the Annual Report herewith printed.

The Annual Meeting of the Society was held on May 11, in the chapel of the Sailors' Home. The addresses were brief, pertinent and effective. Rev. A. C. DIXON, D.D. dwelt on the broad sympathy of Christ in seeking and saving the lost, no matter who or where they are. Referring to the present tendency to magnify this world, he expressed his sympathy with all efforts to give seamen better conditions for their life-work, but put the Bible stress on the vast importance of giving them the good hope through grace of a better life beyond. Rev. J. ELMENDORF, D.D. spoke of the encouraging results of work among the men of the sea, laying special emphasis on the way sailors hold out as Christians, notwithstanding their environment. He read a touching letter from a sailor in answer to one he received in a comfort bag from one of his young parishioners. Mr. JAMES YEREANCE, of the New York Port Society, brought the cordial greetings of that Society, described its work, and related incidents that showed the importance of missions for seamen. Rev. J. W. CAMPBELL, D.D. showed how the work was handicapped by the evil of drink, called for its total destruction, and offered his influence, sympathy and prayers to the cause of the Society. Mr. J. M. WOOD, our chaplain at the Brooklyn Navy Yard, referred to these annual meetings as an inspiration to him in his work. Two outstanding events in the past year were the establishing of a Christian Endeavor Home in Nagasaki, Japan, the initiative of which was taken by Christian seamen on the U. S. S. *Charleston*, and his own visit to Chicago last winter to co-operate with its Young People's Society of Christian Endeavor in awakening public interest in behalf of the thirty thousand seamen of the western lakes. Mrs. WOOD, whose service of song at the Navy Yard is an important element in the evangelistic work among the navy sailors, was present, and sweetly sung a touching sailor hymn. The absence by reason of illness of Rev. C. J. JONES, D.D. was deeply regretted.

Our best thanks are due to the secular and religious press for notices and reports of our Annual Meeting.

SUMMARY OF SIXTY-EIGHTH ANNUAL REPORT.

Some kinds of Christian work are unobserved by the great body of Christian people, partly because their pastors and church papers do not give them information of the seed-sowing, the growing harvest and the gathered grain in fields outside of denominational lines. The very word "missions" is limited by general usage to the evangelizing of the heathen abroad and of the dwellers in the sparsely settled regions at home. A wider conception and a fuller knowledge are needed. Each denomination needs to know what is doing by all the others as well as by its own;

and all denominations need to know what is doing by Christians in fields that are best worked by Societies which draw their vital strength from them but have no formal connection with them.

Such a Society is the AMERICAN SEAMEN'S FRIEND SOCIETY. Its Board of Trustees is drawn from the evangelical churches, and to them it reports from year to year its work, in the hope of bringing the millions of the men of the sea into the category of missionary thought, prayer and effort. All the more because sailors afloat are out of the sight of churches, and hardly less so when ashore, should Christians long to learn all they can of their exposure to evil, and of the triumphs of grace in their rescue from sin and Satan.

The past year tells the usual tale: chaplains have been faithful, souls have been saved, libraries have been sent to sea, the shipwrecked and destitute have been cared for; in a word, God's favor and blessing have been manifest in all branches of the Society's work. The SAILORS' MAGAZINE has been filled with narratives of intense interest to every Christian, showing that Christ still walks the waters and is crying "Peace, be still" to consciences filled with stormy dread.

With larger means the Society could respond to calls for aid which must often be denied.

MISSIONARY WORK. Our chaplains and missionaries have labored in Denmark and Sweden; at Hamburg, Antwerp, Genoa and Naples; in the Madeira Islands; at Bombay and Karachi, India; at Yokohama and Kobe, Japan; Valparaiso, Chile; Rio de Janeiro, Brazil; Montevideo, Uruguay; Buenos Ayres and Rosario, Argentine Republic; in Gloucester, Mass., in New York, Brooklyn Navy Yard, Norfolk, Wilmington, Charleston, Savannah, Mobile, Pensacola, New Orleans; in Astoria and Portland, Oregon; in Seattle, Tacoma and Port Townsend, Washington.

LOAN LIBRARY WORK. During the year ending March 31, 1896, the Society has sent out THREE HUNDRED AND FIFTY loan libraries, of which ONE HUNDRED AND FOUR were new, and TWO HUNDRED AND FORTY-SIX were refitted and reshipped. The total number of volumes in these libraries is 15,050, and of new volumes 4,470, available during the year to 5,065 seamen. The whole number of new libraries sent out is 10,292, and the reshipments of the same, 11,935, making in the aggregate, 22,227. The number of volumes in all these libraries, 541,000, has been accessible by first shipment and reshipment, to 391,002 men. The number of libraries placed on United States naval vessels and in United States Hospitals up to date is 1,027, containing 36,899 volumes, and these have been accessible to 117,889 men. In the stations of the United States Life Saving Service are 152 libraries containing 5,900 volumes, accessible to 1,249 Keepers and Surfmen.

THE NEW YORK SAILORS' HOME, at 160 Cherry Street, has had during the fifty-four years of its existence 121,787 boarders, and during the past year, 1,216. The Home is the property of the Society, and its lessee is Mr. F. ALEXANDER. A chaplain stationed in the Home opens its pleasant chapel for frequent services of a moral and religious character, and maintains family worship daily. Occasional social entertainments with music and song take place in the chapel. It is the desire of the Board not only to make this Home a safe refuge from the tempters and temptations which besiege sailors ashore, but also to make it a means of grace to all its inmates. The lessee receives the money of seamen for temporary safekeeping and returns it to them on demand.

SHIPWRECKED AND DESTITUTE. At the Society's Rooms and at the Sailors' Home there has been expended during the past year for the relief of shipwrecked and destitute seamen, \$760.60.

PUBLICATIONS. During the past year the Society has published 54,200 copies of the *SAILORS' MAGAZINE*, and 120,000 copies of the *LIFE BOAT* for Sunday Schools. It has printed 1,000 copies of its Sixty-seventh Annual Report, and many tracts and pamphlets bearing on its work. It has sent out 561 copies of the *Seamen's Manual of Worship*, which is now in its seventh edition.

U. S. NAVAL ACADEMY, ANNAPOLIS. The twenty-second annual presentation of books to the graduates of the Naval Academy took place on Sunday, May 26, 1895. In a class of forty-one men, thirty-five chose the Bible out of the volumes submitted to them.

SPECIAL GRANTS. According to established custom, the Society has responded favorably to applications for help from auxiliary societies needing our assistance.

FINANCES. During the year ending March 31, 1896, the cash receipts from legacies, donations, loan library contributions, special contributions in aid of shipwrecked and destitute seamen, Magazine subscriptions, and other sources of income amounted to \$34,767.78; also \$2,000 was received as an endowment for loan libraries. The disbursements for missionary work, publications, loan libraries, expenses, &c., amounted to \$28,240.56.

LIFE DIRECTORS AND LIFE MEMBERS. One person has been made Life Director and six have been made Life Members during the past year.

ACKNOWLEDGMENTS. Thanks are offered to the *AMERICAN BIBLE SOCIETY* for generous grants of the Holy Scriptures; to the *AMERICAN TRACT SOCIETY* and other publishing houses in this and other cities, which have furnished books for our libraries at reduced rates; and to Prof. *TAYLOR REED*, of Princeton University, for monthly statement of the position of the planets for the *SAILORS' MAGAZINE*. The leading hospitals of this city have gratuitously treated the sick seamen we have sent them. Various Railroad, Steamboat and Ocean Steamship Companies have kindly responded when asked to assist in transporting disabled seamen to their homes. The White Star Steamship Company and the International Navigation Company have appropriated to the Society a portion of the collections at the concerts given in the saloons of their ships, and a few collections have been sent by other steamship lines.

OBITUARY. *REV. E. N. CRANE* died on May 26, 1895, at the age of sixty-eight. He had been a chaplain of this Society in Norfolk and Brooklyn for nearly twenty-five years. When a paralytic stroke compelled him to resign in 1892, the Board of Trustees adopted a minute expressing its satisfaction with his labors. He was born in Jamaica, Long Island, and was a graduate of Princeton College and Seminary.

WILLIAM AGUR BOOTH was born on November 6, 1805, and died on December 28, 1895. He was a trustee of this Society from May 10, 1852, until his death, and its President from 1856 to 1873. Wise as a counsellor and faithful to trusts, he was in demand as a director in many boards, both secular and religious. This Society is grateful for his services and honors his memory.

OSCAR SCHMIDT died on March 20, 1896, at Rio de Janeiro, a victim of yellow fever. Mr. SCHMIDT had been but seven months in the service of this Society when he was called to his reward. Because of his devoted spirit there were large expectations of his success in the work for seamen, and his limited career was long enough to show that they would not have been disappointed.

EDITORIAL PARAGRAPHS.

THE Secretary is ready to preach in any church in behalf of this Society, to explain its work to the King's Daughters, to the Society of Christian Endeavor, to Monthly Concerts of Prayer, to Sunday Schools, to parlor meetings. Write to him at No. 76 Wall Street New York.

THE editor heard of good work on a sailing vessel and wrote to its captain for details. His reply is printed here as a suggestion to ship officers :

My dear sir : My method in working for our Lord Jesus amongst seamen on board my ship is very simple. Before leaving port I provide myself with Bibles and hymn books for all hands, but this voyage I have also bought a supply of tracts sufficient to distribute at the close of each Sunday morning meeting. My rules are that all hands have Saturday afternoon both at sea and in port to clean themselves for Sunday, so that no work shall be done. On Sunday morning we commence with a gospel meeting, and close the evening with a gospel meeting, which are always well attended. Through the week we have no meetings, but we have evening school from 6.30 to 8 o'clock for the watch below, to which all are invited. From a crew of thirty-five we generally have an attendance of twelve to fifteen per night. Our school is always opened and closed with prayer, to teach them that it is God's work we are doing, and we feel that God has blessed us very much, and the sailors appreciate it. We sow the seed, trusting in God to give the increase.

Yours faithfully,

LEONARD C. DART.

A LETTER from Buenos Ayres shows that neither mature years nor official position are essential to religious usefulness when the heart longs to do good. It shows what converted sailors can do, if they will. Here is the letter :

Dear Sir : It has been my pleasure recently to make the acquaintance of Mr. THOMAS CRAGER, a seaman on the S. S. *George Royle*. This young man holds services regularly on board his ship, and gets an average attendance of fifteen. I found that he had no hymn books for his services, so I was glad to have the opportunity of purchasing a dozen "Sankey's" for him. I also supplied him with a large bundle of Christian literature. It is so seldom that we meet with a case of this kind on board ship where a sailor lad gets his mates round him and makes

Bethel of the forecastle. The officers say that this lad has made quite a change in the conduct of the crew.

Faithfully yours,

WM. FOSTERJOHN.

LOAN LIBRARIES. The master of the schooner *Henry R. Tilton* acknowledges the receipt of No. 9,128 from the schooner *Sirocco*. The master of the bark *Spartan* writes of No. 7,675 sent out in 1883:

At the time I took charge of the bark *Spartan* in Australia, in 1890, I found a library case, No. 7,675, but found but few books on board, which my crews have read with much pleasure, and any books which you may send to me for the coming voyage I will promise to return safely.

The master of the brig *John McDermott* writes of No. 9,167:

It has been read and many of the books re-read by myself, and have also been lent to the crew from time to time. I have received much instruction and pleasure reading these books, and I trust my men have been benefited also. With many thanks to the donor for kindly remembering the seafaring community.

The master of the schooner *Sirocco* writes of No. 9,171:

When I was in New York in December, 1895, you were kind enough to send a library on board, and I should have returned the one I had, but circumstances were so I could not do it, so I have handed it over to the schooner *Henry R. Tilton*, Capt. S. A. DODGE, and please find his receipt for the same enclosed. I appreciate your libraries very much, and some of my crews also. I cannot say I ever saw a direct reform come from them, but in some cases where my people have been great readers and got interested in your books, it has kept them on board nights and Sundays when they would have been on shore if they had not had some good books to read; and when they are on shore the greater part of them are not in very good company, so in this one respect I think the library has been a blessing.

The master of the schooner *Edith L. Allen* writes of No. 9,391:

I have had on board a library for a number of trips. I enjoyed it very much and the crew did also. I think them a good thing, and thank you very much for the new one.

The master of the ship *Forest King* writes of No. 9,557:

We are always glad to get reading, and should you be so kind as to exchange this I would be pleased. Our crew has full privilege to any of the books.

The master of the brig *Westway* writes of No. 9,566:

I have found the box of books very useful and instructive; the books being in much demand among the sailors and very much liked by them.

The master of the ship *Willie Rosenfeld* writes of No. 9,833. His letter shows how some of our libraries are depleted by a misunderstanding of their object:

I hereby certify that on my last voyage on the west coast I had a full and complete library on board. Calling at several ports I distributed the books to persons who, I thought, would be most benefited by them, that is, in coasting ships, requesting them to pass them to others. For many years I have been supplied with a library

on board the ships I have commanded. I consider it a great benefit to all seafaring people. They are instructive and beneficial to the mind.

The master of the ship *Shenandoah* writes of No. 9,917:

Your library furnished ship *Shenandoah* in May, 1893, has been read and re-read many times, giving many pleasant hours to the officers and crew. Thanking you for your good efforts.

The master of the schooner *Laconia* writes of No. 9,914:

All of these libraries which are on board of vessels are of great value to those who go down to the sea in ships. They are also a source of good to the crew in general, showing there still remain those on shore who care for "poor Jack" and are always ready to help them. Would to God that the seamen would accept the kind and loving teaching of Christ as shown to them by your endeavors to bring them, one and all, to a belief in Him who died to save sinners.

The master of the bark *Mauna Loa* writes of No. 10,071:

Your favor of November 11, 1895, duly received. I would say in reply that I am very sorry I neglected to write you while in New York, I being so busy it slipped my memory altogether. In regard to the libraries, I have had very much pleasure in reading them; also my crew have had the use of many of the books while at sea. It is a Society which every seafaring man should be very thankful for, as it helps to pass away many a lonely hour at sea. Besides I have received valuable information out of some of your books. Hoping that you may continue on in the good work which you are doing.

The master of the barkentine *Albertina* writes of No. 10,097:

I can say with pleasure that I have read every book in it, and I appreciate the kindness of the donors, for they have helped to pass many weary hours at sea, and some of the books are instructive as well as interesting.

The bark *Addie Morrill* received library No. 10,053 in April, 1894, and the bark *Edward L. Mayberry* received No. 10,135 in October, 1894. The master of the latter writes as follows:

On my last voyage to the River Platte one of your libraries was put on board my vessel, which I appreciated very much, having read all its contents that were in English. At Rosario I exchanged with the captain of the bark *Addie Morrill*, and on the return passage it was read by nearly all on board and highly appreciated.

The mate of the bark *Fred. P. Litchfield* writes of No. 10,145:

This is to certify that library No. 10,145 has been on board eighteen months, and read by three different crews on a voyage to New Zealand and China, and we were well pleased with the books, which were read by all the members on board.

The lieutenant of the U. S. Revenue-Cutter *Crawford* writes of Nos. 10,149 and 10,297:

About two years ago you very kindly sent at my request a library to the Revenue-Cutter *Morrill* stationed at Charleston, S. C. I have been detached from that vessel and am now serving on the *Crawford*, stationed at Baltimore, Md. We have no library on this vessel, and as the one you loaned to the *Morrill* was so instructive

and beneficial to the crew, and added so much to the morals and discipline, I sincerely hope you can spare one to this vessel.

And again on April 28 :

Loan library No. 10,297, which you so kindly sent for the use of the crew of this vessel, has been received. The men have already carefully covered every volume in the library, and it is already immensely popular and will be of great benefit and interest to the men, I am sure.

The master of the ship *Gov. Goodwin* writes of No. 10,154 :

I am in receipt of yours of 10th inst. and reply with pleasure. I have since the library was put aboard had four different crews, who have all read it industriously. I think the libraries do much good and I find much of interest in them myself. The present library is full and in good order, and as I shall have a new crew this voyage I think it advisable to change it.

The master of the bark *Strathisla* writes of No. 10,161 :

Your favor of 10th inst. received and contents noted. The library, No. 10,161, which you kindly sent on board my vessel some months ago, was eagerly read and appreciated very much by both the officers and men, who are grateful for your kindness, as it helped them to pass many a pleasant hour during the long voyages. As the books have all been perused, I would be pleased to exchange them for others, which I trust will give as much pleasure as the ones I now have.

The master of the ship *S. D. Carleton* writes of No. 10,184 :

The library now on board has been around the world and has been read by one crew from New York to Melbourne, one crew Melbourne to Sydney, N. S. W., one crew Sydney to London, and one crew London to New York. There are a few books missing. I gave the missionary in Sydney and London a few of the books; they, poor souls, are not able to buy; also some books to the ministers of the Sailors' Retreat, Melbourne. Hoping I have not done wrong.

The master of the bark *Alice* writes of No. 10,232 :

I have been the recipient of your valuable libraries on board my ship for several years, and I find them a solace of enjoyment for all on board. The passengers I have taken from port to port have passed many hours in the perusal of your interesting books; also the sailors. Let me here thank you for your thoughtful kindness to the seagoing population, and trust your reward will come when He will number His servants.

The master of the bark *H. G. Johnson* writes of No. 10,244 :

For many years we have been favored by the loan of books from your Society. We have from time to time acknowledged the obligation I have felt and the gratitude due to your kindness and consideration for our mental welfare. The books have been freely used and read by all on board, especially the books of Travel, History and Adventure. It is a good idea, the placing of an Atlas in the box with the latest statistics and geographical information, and I would suggest that text books on Arithmetic, Natural History, English Readers and Grammars would be a welcome addition, as I find many who wish to improve their knowledge and would rather read such books than stories of good little boys and girls who die young. Thanking you in behalf of all on board.

CHRIST AND THE SAILOR:

THE ANNUAL SERMON BEFORE THE SOCIETY,

PREACHED BY

REV. DAVID JAMES BURRELL, D.D.,

IN THE COLLEGIATE REFORMED CHURCH, NEW YORK, MAY 10, 1896.

"And they immediately left the ship and followed him."—Matt. iv: 22.

It was early morning by the sea of Galilee. A group of fishermen had beached their boats after a night of fruitless toil. One of them at the moment was casting from his shoulder a bell-shaped net which spread out like a circle upon the water as it fell, and sinking closed upon its prey. Others near by were mending their nets. We speak of these as fishermen, but indeed they were among the most adventurous mariners of their time. The sea of Galilee, lying in a thimble of the mountains, 500 feet below the level of the Mediterranean, was oftentimes lashed into fury by tempestuous winds. The navigators of this little sea were "fresh-water sailors" indeed, but masters of the shroud and tiller. All sailors were longshoremen, because all navigation was along-shore in those days.

A landsman coming into view along the caravan road that skirted the Jordan, paused near this group of fishermen. "Follow me," he said to them, "and I will make you fishers of men." And they left their nets and boats and all and followed him.

The making of the church began then and there. The landsman was Jesus: The fishermen were Andrew and Peter and the sons of Zebedee; destined to take a foremost place in the early enterprises of the gospel. It was a modest episode; yet more important than Marathon or Waterloo, or any of the world's parliaments. This two-fold call, to follow Christ and to "catch men," marks the lifting of a banner that shall not be furled until the kingdoms of this world have become the kingdoms of our Lord and of his Christ.

We note a singular wisdom in the selection of these seafaring men. Why not Scribes and Pharisees? Why not Nicodemus and Joseph of Arimathea? There were multitudes possessed of wealth and commanding influence whom the Master's word would have enlisted. But these longshoremen were better adapted to the purpose in hand. The issue proves that the Master made no mistake in conferring the honor upon these seafaring men.

Christ and the Sailor is the theme of our discourse. He is as much concerned as ever in the welfare of this class of men. His work is our work; His business is our business. We cannot therefore be unmindful of the spiritual needs of those who go down to the sea in ships.

I. *There are above three millions of these men; and they are all worth saving.*

They belong to "the Third Estate," the honest toilers who form the strength and sinew of the world's life. You will nowhere find a more industrious class. Dr. Johnson said to his serving-man, who had announced his purpose of going to sea, "To sea? Nay, rather go to jail; you'll get better fare and more comfort." Hard work, long hours, poor food, frequent danger, constant privation and exposure in all weathers, these are the lot of poor Jack. It was Washington Irving's life-long dream to become a sailor; but all his efforts were in vain because, as he said, he could not stomach the fare. And there is never an hour of absolute security. "There is only an inch between him and the bottom of the deep." He would surely not abide in his calling were it not for the strange fascination of the sea. And withal he is a great-souled fellow. His very vices are large vices. Perhaps this is due to his association with boundless skies and fathomless seas. Where will you find a more admirable code of honor? "Save your passengers first, next your crew, last yourself." That was a brave deed of Captain Knowles and his men when the *Northfleet* went down. There were not boats enough for all. The captain, standing by the davits, said "Make place for the women and children." One by one the boats were filled and cut loose. The ship was sinking fast. The last woman in the last boat was the captain's wife; he stooped and kissed her farewell. As they rowed away they saw the sailors standing in their places as the *Northfleet* lurched and went down. But there was nothing extraordinary in this. The chronicles of the sea are full of such golden deeds.

II. *The Sea-power in History* is the title of a book which has recently created a sensation among thoughtful people. It opens with these words, "The first and most obvious light in which the sea presents itself, from the social and political standpoint, is that of a great highway."

The sailor is the pathfinder of history. It would be difficult to imagine the sensations of the first boatman who found himself driven out of sight of land, with no chart nor compass, a boundless stretch

of water on every side and the great arch of heaven above him. It must have seemed as dreary as the cruise of the Ancient Manner:

"O wedding guest, this soul hath been
Alone on a wide, wide sea:
So lonely 'twas that God himself
Scarce seemed there to be."

But little by little they ventured forth; and every venture meant a new path somewhere. Ruskin says "The bolts that fasten together the ship's bows are rivets of the fellowship of the world." The Phœnicians, the Portuguese, and all the explorers from Marco Polo to Captain Cook were pioneers of the brotherhood of man. It was a great day for history when the three caravels, *Nina*, *Pinta* and *Santa Maria*, passed through the Pillars of Hercules in search of gold for another crusade. A new world came of it; room for the surplus population of Europe, a field for latent power; and more than that, a broadening of the energies of the church. When Cæsar built his roads across the Alps and Appenines he intended them for the transportation of the Roman armies; but in God's plan they were designed for the armies of the Cross. So has it been with the pathways through the seas. The ships of Tarshish will come, in fulness of time, with their cargoes of treasure to pay tribute to the Christ of God.

III. Not only so: *these mariners have been the makers of empire.* The distribution of political influence has followed the lines of commerce. Napoleon said "Victory goes with the strongest battalions." We may add "The balance of power is with the most imposing fleet." If England is to-day the greatest of the great powers, it is because she has made herself the mistress of the seas. The beginning of her pre-eminence was on a famous day in July, 1588, when Sir Francis Drake sailed out of Plymouth in pursuit of the Spanish Armada. Up and down the coast of Devon and Dorset, past the Isle of Wight, and on toward Calais he went, fighting all the way. Then toward the North, where God took up the chase—*Deus afflavit!*—and with His mighty winds blew those Spanish galleons and with them the Spanish power from the sea forever. The hope of our own national greatness lies largely in the upbuilding of a merchant marine. For nations, like men, can only grow as they cease to work in upon themselves and find magnanimous avenues of influence. Russia, therefore, will never rest until she has a port on the Mediterranean. We may go farther and say that until the Church shall have brought the world's commerce under spiritual subsidy she cannot hope for her appointed pre-eminence. The kingdom of Christ must be set up

long the courses of universal inter-communication. Jesus will reign when all the ships of the nations wait upon Him.

IV. *We must not conclude, however, that the sailor is a saint.* Alas, far from it! He is indeed a firm believer in the supernatural, as witness the horseshoe on his mast and his aversion to setting sail on Friday. He is controlled by many foolish fancies.

“God save thee, ancient mariner,
From the fiends that plague thee thus!
Why look'st thou so?” “With my cross-bow
I shot the albatross.”

Superstition? Aye. But the wisest commentators are not able to determine whether Paul meant to tell the Athenians that they were “exceedingly superstitious” or “very religious.” The sailor ought to be very religious. I have never felt nearer to the unseen and infinite than when standing alone on deck in mid-ocean with the carry sky above and no sound anywhere but the ceaseless plash of the great waters. The seafaring man is perpetually encompassed by such influences. “I found Christ at the wheel,” said a Swedish sailor in the Fulton Street meeting, “all alone, in the night.”

But in other ways circumstances are vastly against him. He is a man without a country and without a home. The stormy petrel is not more a wanderer than he. What can the fo'castle do to atone for the loss of all the gracious influences of domestic life? And he is a man without a church. Think of the part which the sanctuary takes in our life and imagine what his privation must be. It would be easy to dwell upon the peculiar temptations which, under these circumstances, beset the lives of these men.

V. It is my privilege to bring to your attention to-day the work of the AMERICAN SEAMEN'S FRIEND SOCIETY. The name has a warm and mellow sound. Christ himself was the Seamen's Friend.

The work of this Society is in part to befriend *the sailor while afloat* by furnishing his ship with a loan library. There are more than 10,000 of these libraries now in use. The captain of the *Nightingale* recently reported from one which had been in the hands of his crew for thirty-one years. One of these books is always a Bible. Who shall estimate its power for good! Mrs. Browning tells of her delight when a child among the dusty volumes in her father's attic,

“——Creeping in and out
Among the giant fossils of the past,
Like some small, nimble mouse between the ribs
Of a Mastodon, I nibbled here and there.”

How much more grateful must a good book be to a lonely sailor. Little wonder that this gift is so often acknowledged in terms like these, "God bless the AMERICAN SEAMEN'S FRIEND SOCIETY for helping us to pass the lonely hours at sea."

But its best service is rendered to *poor Jack ashore*. Here, by reason of his unfamiliarity with the world's ways, he is exposed to all manner of specious temptations. His wages are soon gone. Drink and sensuality are pretty sure to get the better of him. The land shark is more voracious than the shark that frequents the deep. A ship that goes down in the open is much more easily saved than one that runs upon a bar. Get your tugs and floats and hawsers quick, or wind and tide will make an end of her! So poor Jack when "beached" is in greatest danger. You may see him at almost any hour sitting, bleary-eyed, at the door-way of "lodging houses" or reeling along the waterfront. God's blessing on this Society which under such conditions throws its arms about him! It invites him to the "Sailors' Home" with its comfortable dormitories, and chapel and reading room. It will hold his wages in trust or transmit them to his distant home should he desire it.

I take pleasure in welcoming this Society into the fellowship of the Collegiate Church to-day. Old Jonas Michaelius, away back in 1628, looked down from his windows in the mill-loft upon the sailors in strange, foreign garb as they passed with swinging gait through the Bowling Green. I also, in the very church to which he ministered, make my prayer for the sailor and lay my benediction upon the Society that befriends him.

And, good friends, let us not forget hereafter in our prayers to make mention of those who are out upon the sea. In John's vision of the fall of Babylon he hears the merchants lamenting because there is no market for their cargoes. The ships are lying at the docks with their invoices of precious wares. Here they are: "Gold, silver, precious stones; silks, purples, fine linens; wheat, spices, horses, chariots and *souls of men*." The seas are dotted with ships that carry to and fro the commodities of the nations. We are interested in the "marine items" of the daily press, because they concern our temporal comfort, but let us not forget the main item of the invoice. Pray for those that go down to the sea in ships, that do business in the great waters, pray for captain and crew. Christ died for them. Let us continually make mention at the mercy seat of these souls of men.

For The Sailors' Magazine.

THE CRUISE OF THE PORCUPINE.

BY Z. I. NAZBRYTH.

At six bells or about sunrise on the 17th day of April, 1742, the little British brig of war *Porcupine* found herself in a flat calm, near the island of Saint Helena bearing E. E. by E. twelve leagues distant. As the sun rose silently above the eastern rim of blue water, crack, crack, crack, flashed out a dozen muskets and the drums were beat and three buglers blew three harmonious sun-rise blasts and the crew of our staunch little brig went through their early morning drill; at seven bells a gentle zephyr sprang up from the W. which soon freshened into a four-knot breeze, and the quick little craft jogged briskly along in a taut bowline. She was bound to Saint Helena for water, on her way to Norfolk Island, far off in the Pacific. At six bells, 10 a.m., a sail hove in sight three points on the weather bow, and as the air was exceedingly clear, the topgallant sails appeared, then the great square topsails, and shortly afterward the black hull of herself rose into plain view.

You should have seen the scurrying of the men about the decks of the *Porcupine*. She seemed like a little terrier worrying to do battle with a foe of large proportions. Commander Morecon decided by the aid of his long spy-glass that the stranger was a French trader homeward bound from Tonquin, and as the thought of prize money loomed before him he resolved upon a fight and began to prepare for action, feeling sure that he could capture the Frenchman and run her with her prize crew into Saint Helena and later on send her home to

England. On came the big French bark with every rag set, apparently not noticing the *Porcupine*, when of a sudden the long bow-chaser of the latter sent up a puff of white smoke and spoke out loudly with a 28-lb. shot, which, however, fell short of its mark. In a moment the main yard of the French bark was hove aback and as she came around into the wind her light sails were let go by the run and her topsail yards were quickly settled away. A crowd of men were to be seen running about the decks, and in a trice the ports were opened and the star-board broadside of twenty-eight guns blazed forth with a roar of thunder.

Com. Morecon had deceived himself; the strange ship, instead of proving to be a peaceable French trader, with perhaps half a dozen six-pounders, suddenly appeared as the French ship of the Line *Arethuse* with Vice-Admiral Beron, cruising about the South Atlantic. Com. Morecon knowing the *Porcupine* was no match for the *Arethuse*, let fly a broadside and gave orders to wear ship, thinking it no disgrace to escape from his foe, for to fight such heavy guns was simply self-destruction. One of the round shot from the Frenchman had buried itself in the *Porcupine's* counter with a dismal thud, another tore a great rent through the foretop-sail, still a third had nearly cut the mainmast asunder; four other shot had struck the brig, but only wrecked some light wood-work; three men were wounded, however, while two poor fellows had been killed outright. The *Porcu-*

pine was as sharp as a cook's knife and could sail like a witch. Hard up went her wheel, round flew the jibs, the fore-yard and headsails were squared away, and the braces checked in, and with the breeze on her quarter she tore away as fast as ever she could fly for the port of Saint Helena, hoping to place herself under protection of the guns of the British fleet, for their heavy black yards were discernible, lying low as Sugar Loaf mountain towered over two thousand feet above them.

The *Arethuse* in the meantime had received a shot in her main-mast which had wrecked the iron crane which held up her main yard, and there she lay with iron work jammed, baffling all attempts to get the big ship around. Two long stern chasers, however, kept blazing away at the little *Porcupine*, which was fast lengthening the distance between the two ships.

At eight bells, "high noon," the *Porcupine* was two cable lengths off Fort George, close by the men-of-war *Terror* and *Eclipse*. The bulky *Arethuse* had shaken herself at last before the wind and apparently satisfied with her morning's work was jogging home towards Cherbourg with her sails close hauled to the wind. Admiral Berron was, he thought, too near the British fleet at anchor at Saint Helena, and he was as anxious to get away from them as the little *Porcupine* had been to escape from the *Arethuse*. One more broadside from the latter would have sent the plucky little brig to Davy Jones' locker.

Let me give a history of the *Porcupine* and her memorable cruise. She was a taut brig of 290 tons, pierced for 28 guns, but carried only 10 on either side. On her topgallant forecastle shone

a bright brass carronade, nicely polished, with a heavy canvas covering, and two long 28 pound stern chasers looked furiously out of the stern ports on each side of the stern post and seemed two great eyes always on the alert. She was fitted out in January 1742, when good king George II. Secundus ruled old England and was establishing a navy which was at a later period to prove the grandest naval power in the world. The *Porcupine* had a crew of 190 men all told, and this included the brave commander with his officers and even the little cabin boys in the mess room. Commander Morecon was a man of sixty-two years of age, and as he entered the navy when he was a lad of fifteen, he had seen no less than forty-seven years of service. He was selected by the Admiralty Board to take the *Porcupine* out to Norfolk Island where he would meet the Admiral's ship, the *Active*, and deliver to her a full set of sails and a large quantity of ammunition and supplies of all sorts, including a quantity of powder and ten fifty-six-pounder guns with a goodly amount of small arms, boarding pikes, &c., &c.

On the morning of January at seven bells, just as the fog was lifting itself and the day was breaking in the east, the dock-gates at Chatham were lifted, the moorings were cast adrift and the *Porcupine* with loosened topsail began to move into the river Medway, and as she shortly turned into an arm of the Thames she blazed away with two carronades as a signal that she was "off." The docks and shores were lined with many witnesses to watch "good bye" to the natty little brig, for it was in those days quite an event when a ship-of-war be-

ran to plume her wings and set sail for the Pacific. There were dock-men and riggers and caulkers, painters and carpenters and trippers who had become well acquainted with the *Porcupine*, for she had been two months in dock; then there were sweethearts and wives and pretty maidens and fully English country folk and farmers sitting in their picturesque Kentish hop-carts, loaded with farm produce, fish-wives, with sleeves rolled high up on their red arms, and wearing peculiar coarse lace caps, while behind them all on a little eminence beneath the great elm trees, sitting in a grand carriage, reclined Mrs. Morecon and two children, who had driven down in the early morning all the way from Stepford to view the departure of the brave commander. The dockmen shouted themselves hoarse, the fish-wives screamed, the country folk raised a jolly cry, and every thing that had life seemed to make a noise, even the little donkeys, just from the desire of taking their part in the din, sent up a series of brays that fairly sounded to the echo. Mrs. Morecon and her children with tears in their eyes waved their handkerchiefs, and away went the brave *Porcupine* down the river with flying flags and beating drums. As she passed Sheerness the four ships-of-war at anchor off the point manned their yards in compliment, and fired twenty-one guns as a salute. Surely never did ship sail away from old England under better auspices and with more uproarious farewells than did our staunch, tight little ship-of-war *Porcupine*.

She stood bravely towards the North Foreland, and after hauling her wind, passed beyond the well-

known headland, and stretched a straight course right away past Deal and Dover, and away she kited by Dungeness, Hastings and Eastbourne. When she ran abreast of Beachey Head she laid on an open course towards the S. S. E. and bidding farewell to the white chalk cliffs of Britain, which lay like giant snow-drifts reflecting the sunlight, Commander Morecon ordered everything secured on deck, and trimming the sails carefully, and setting the watches with every man at his post, with the moon at her full Land's End bore N. by E., three leagues distant at midnight. With a clear sky and a cracking breeze, the *Porcupine* under every rag she could set ploughed along like a steed running with foaming mouth; away she flew by the inhospitable Scillies and far into the Bay of Biscay before the breeze slackened and shortened her swift pace. She had made a splendid run out of the channel, and seemed to shake her sails with pride as she found herself upon the open blue waters of the broad Atlantic.

For three weeks calms succeeded gales and then came fine weather, a number of ships of various rigs were sighted, including a convoy of thirty-two vessels—merchantmen—under the safe guidance of four British men-of-war, the *Triton*, *Ajax*, *Condor* and *Tenedos*. These traders had collected at Jamaica, and sailing away from Kingston, arrived under safe convoy at Plymouth. On the 4th of February at eight bells, noon, the position of the *Porcupine* was pricked off on the chart, she was in Lat. 37.05, Long. 12 32. Cape St. Vincent, in Portugal, bearing due east at sunset, a bark was made off to the southward, and, as the breeze was light, the two

craft were close aboard at eight bells, the sun had set and darkness had settled, but as the moon was nearly at her full the two strangers approached near enough to allow Commander Morecon to see that his companion was a French ship-of-war. As that was enough to rouse the sleeping lion on board the *Porcupine*, he at once opened fire with his long brass bow chaser; the suddenness of this fierce attack opened the Frenchman's eyes and he replied quickly with a "long Tom" which was mounted amidships and revolved on a pivot. The darkness thickened, but the firing did not slacken; each ship proved herself a worthy and by no means a backward antagonist. The *Porcupine* blazed away with broadside after broadside, and as she wore around on the other tack her stern chasers raked the decks of the big Frenchman. The latter came about in fine style and bravely responded gun for gun, and broadside for broadside. The lurid light of burning powder caused the ships to appear at least four times their natural hulk, and as the great black wreaths of smoke floated and drifted off to leeward, it was an uncanny spectacle, and the deafening roar of many cannon caused the greatest dismay to all who were engaged in this dreadful battle waged in the darkness of night.

The decks of the *Porcupine* were slippery with blood, and it was necessary constantly to spread the contents of the sand lockers on the deck planks, the men were stripped naked to the waist and seemed like very demons as they fiercely charged the guns. The shot riddled the upper works and rent the canvas to pieces, the main yard was shot away and a

thirty-two pound shot had entered the counter and completely wrecked the cabin. Over sixty shots struck the *Porcupine* and twenty-two poor fellows lay dead upon deck, while over thirty were badly wounded, of whom no less than eleven afterwards succumbed because of their wounds. The fearful contest lasted till midnight when there came a decided lull in the ferocity of this unearthly battle. Commander Morecon noticed his foe did not respond to his own firing, and in fact she could not continue to do this, nor could she be seen at all. Firing at last ceased on the part of the *Porcupine*, and a stillness that could be felt reigned where previously the deafening roar of war had long continued. This state of quiet continued until six bells or sunrise when the Frenchman was made out five miles to leeward, keeled over to port with a white flag flying in her main shrouds.

Lieut. Farleigh was at once despatched with two launches containing twenty-five men and two howitzers. As they pulled along side of the *L'Etoile* (for such was her name) they found her in a very crippled condition: there were over fifty men dead on deck and in the "between decks," and over forty wounded were scattered fore and aft; the craft seemed like perfect shambles, the decks and bulwarks bespattered with gore while the port bulwarks had been completely blown away even to the decks. Four carronades had been broken adrift and taken possession of the deck, wrecking everything in their wake; at last a heavy lurch sent them smashing through the bulwarks overboard, and in several places they had broken through the very decks. The bark was making water fast, and as a

her powder had been exhausted and her brave captain killed by the falling of the main topgallant yard, the officer next in command had ordered a flag of truce hoisted at sunrise. Had the powder held out Lieut. D'Estres declared he never would have given up the *L'Etoile*. A round shot from the *Porcupine* had struck plumb in the heel of the bowsprit and wrecked everything forward; with the bowsprit all the top hamper above the foremasthead came down in a heap, the maintopmast was standing, while the mainyard hung in the slings; the mizzenmast was stripped of its boom and gaff, and the topmast was crushed. The grape and canister from the Englishman had played havoc with the light work about the poop, while the sails were as full of holes as a galley sieve.

The prize under command of Lieut. Farleigh was put into some sort of ship shape and by means of jury masts she made her way into Gibraltar, where she passed through the fleet of Lord Hawke and came to anchor off the Admiralty Dock. Before reaching

Gibraltar, however, the French captain had been impressively buried in the blue waves, and the little *Porcupine* had kept two cable lengths distant from the *L'Etoile*, and signals were constantly made. Abreast of Cadiz the two ships parted company and the *Porcupine* headed E. S. E. towards Madeira. The *L'Etoile* was found to be so badly crippled as to elicit no offer when put up at auction. The admiralty, however, converted her into a lighter and in this shape she proved serviceable for several years.

A fearful hurricane, known as the great gale of 1742, when scores of ships went down, swept the *Porcupine* far away to the westward, nearly to longitude 60°. When fair weather came at last she found her position quite within the "Variables." Then she met with all sorts of weather and many delays, and thus she lingered and drifted until she became quite becalmed off Saint Helena, and found herself in the position mentioned in the commencement of our narrative.

(To be continued.)

A CONFIRMATION CLASS.

Perhaps the best possible place to get confirmed in the faith once delivered to the saints is in the experience-meetings in our Seamen's Bethels. Many anxious souls longing for peace with God have left accustomed places of worship and gone down to the wharf, to the place where sailors pray, and have not gone in vain.

These meetings are usually held on Monday evenings, that the lessons of the past holy day may be gathered up. On one occasion, after a few earnest prayers, the

meeting was opened by an address from the leader bidding each one to feel at home and speak out what was on his heart.

The first speaker said: "I was delighted to hear the minister yesterday speak of the great object of Christ, in that He came to save—not to amuse, not to instruct or improve men, or better fit them for worldly station and advancement; but the first thing He does is to save! That was full of truth to me and is my experience. I cannot find that Christ gives any-

thing else than life, and nothing less than life, and life in plentiful measure, for He says, 'I am come that ye might have life, and that ye might have it more abundantly.'"

Another said, "I want you to help me to praise the Lord for His goodness, for last voyage was the most terrible voyage I ever had. Our old ship sprung a leak, and we had to pump and pump till our hands and armpits were raw. Yes, we had to pump for dear life, and it may be said truly that we carried the ship over the ocean in our arms. I am glad to be in Bethel meeting to-night and to say that Jesus is mine. The only comfort I had last voyage was the assurance that the gospel ship can never sink."

A middle-aged sailor arose and said, "My soul is like a ship, and it has had more than one crew. For too long a time a bad master walked the quarter-deck, and a terrible crew worked the ship. I can give the names of that crew: hatred, variance, wrath, emulation, strife, envyings, drunkenness, revellings, and such like. Too long, too long, my friends, they worked the ship; but one fine day there came a joyful change: another Master came over the weather-side, and the devil had to slip over the lee-side with his bad lot of shipmates. The new Master brought a new crew: love, joy, peace, long-suffering, gentleness, goodness, faith, meekness, temperance. With this new crew I go singing all the day, and keep the signal flying in honor of the Captain of salvation."

And now a change came over the meeting. A disconsolate brother, a landsman, got up and said, "I am not on a high key to-night; the way is dark, I am shut up, I

cannot come forth, my way is hid from the Lord. I am like a sparrow on the house-top. I wait and pray for a better day."

The leader of the meeting said, "You have in your heart some good thing towards the Lord God of Israel or you would not be here. I want to comfort you. My creed is a short one; 'tis like a pin, and has only one point; that point is this: If you have true love to Jesus you cannot be lost. I sometimes think each angel has a basket to go through the universe to gather up the fragments of love to the Master, that nothing be lost. Let our brother be of good cheer."

"Amen!" came from many in the meeting.

And now a man getting into years arose, and with slow and solemn words said, "I thank the first speaker for words about Christ saving first. Some in this meeting know that I make one in the crew of the life-boat when younger men are few and the minute-gun is firing. Not very long ago we landed a crew from a wreck after terrible exposure; but what a joy it was to tumble them out on the beach! They had no clothes, no money, were far from home, wet, cold, hungry, strangers to us all; but this one joy stood alone: they were saved from an awful death by the life-boat. Now what does Christ do for us first and foremost? Just tumbles us into the life-boat and saves us."

Another man said he had just arrived after a long voyage. The captain and two of the crew were God-fearing men, and how he persecuted these two men made him feel ashamed. He kept this up all the passage out, and when in port he took sick and went to the hospital. When his shipmates came on leave, the men who had

laughed at his wickedness did not come to see him, but the godly men did, which made him think. "Still I held out, got well enough to join my good ship, and on the passage home God came to me and changed my stubborn heart, and five more besides; and here I am to tell it, the first meeting I ever spoke in on shore. Some one has said his creed was a short one; so is mine: I hold religion to be—the devil out and Christ in."

"I want to say a good word for

my master, the best man I ever saw on the quarter-deck. He had been advised sometimes to get a whole crew of Christians, if he could find them; but he said no, that would be selfish. 'Give me a couple, just to bait the hook, and we will, by the grace of God, catch more during the voyage.' That's this man's plan: he takes them out sinners, he brings them home saved sinners. If that man isn't a missionary I don't know who is."—*H. T. M., in American Messenger.*

GREAT SCOPE OF UNITED STATES LIGHT-HOUSE INSTITUTION.

Few people, aside from those who are actually in touch with the general workings of the United States light-house service, have an idea of the immense scope of this institution. The 1895 report of the board just at hand shows that there are 1,014 light-houses and beacon lights distributed over the great coast line of the United States. An expenditure of \$100,000 for a single light of this kind is common in the undertakings of the service, and when congressional appropriations are liberal ten to twenty-five new lights of this kind may be established in a single year. The service is certainly the grandest of its kind in the world. There is no estimate in the board's report of the aggregate value of light-houses and light-house sites, but the total is certainly far up in the millions.

In addition to these stationary lights there were under the control of the light-house establishment on June 30, 1895, the following named aids to navigation:

Light-ships in position, 41; light-ships for relief, 4; electric-lighted buoys in position, 11; gas buoys in position, 12; fog signals operated by steam or caloric engines, 130; fog signals operated by clockwork, 185; post lights on the Western rivers, 1,411; post lights on other rivers, 382; day or unlighted beacons, 424; whistling buoys in position, 66; bell buoys in position, 96; other buoys in position, including pile buoys and stakes in fifth district and buoys in Alaskan waters, 4,547.

In the construction, care and maintenance of these aids to navigation there were employed during 1895: Steam tenders (vessels of the seagoing kind), 32; steam launches, 4; sailing tenders, 2; light keepers, 1,203; other employees, including crews of light-ships and tenders, 1,078; laborers in charge of western river lights, 1,154; laborers in charge of other river lights, 210.

But the best indication of the great scope of the service is the following set of figures, covering

estimates of general appropriations for the year 1896. These general appropriations have reference simply to maintenance, and represent yearly expenditures of the board, aside from anything in the way of new construction, and aside also from the salaries of a large number of army and navy officers, who direct affairs in the institution and who are paid by the army and navy departments: Supplies of light houses, \$410,000; repairs of light-houses, \$600,000; salaries of keepers of light-houses, \$700,000; expenses of light-vessels, \$350,000; expenses of buoyage, \$500,000; expenses of fog-signals, \$125,000; inspecting lights, \$5,000; lighting of rivers, \$350,000; survey of light-house sites, \$1,000.

The "Silent Deaths" of the Sea.

The fate of the Ramsgate smack *Bonny John* is that which befalls large numbers of fishing-boats and small coasters every year. The story of all might be told in the same words, "they were run down in the channel, and sunk during the night, by a steamer, name unknown." In this case the crew were picked up and brought in by a smack that was at work near them at the time; but in nine cases out of ten the short tale is never told, since none survives to tell it. The steamer which, from the gross carelessness of the lookout and of the officer on the bridge, ploughs her way through a helpless small craft, simply goes on without inquiry, and usually without the slightest notice of the event appearing in her log-book. It is a conspiracy of silence. The watch in the bows are asleep, and the rest of the crew will screen

them. The officer might have been dozing, or he might have been having a quiet chat in the warmth of the caboose; inquiry would mean his suspension or loss of his certificate; therefore the steamer goes on, leaving the practically murdered sailors to their fate.

The smack or the coaster is never heard of again; the relatives and friends at home think she has been lost in some sudden gale; but those who sail in small craft know well enough that she has been one more victim of the danger far more feared than tempest—the passage of one of the steamers known among them by the significant title of "silent deaths." So it will go on; so fishing and coasting craft will disappear every week, until a law is passed making murder at sea a crime equal murder on land, and until a few careless or drunken masters and mates have been executed for the crime. When they once discover that it is at least better to stop and give aid than it is to risk hanging, they will adopt the former alternative, and may even take the trouble to see that a vigilant watch is kept.—*London Standard*

Our Pilot.

It was night on the water. We had not given a thought to the subject of pilotage, but when we went up on deck there he was, his little round house patiently steering the steamer through the thickening shadows. Ahead flashed guiding rays from the light-houses along the coast. Beyond this part of our voyage was the wide open sea, stars above and heaving waste of water below. The lighthouses failed to guide us, then who would direct our course?

Behind us was the man in the dark carefully steering.

How faithfully he was watching! Did another vessel show its lights? Were we afraid it might come on carelessly? He was on watch and would safely steer. Did a mist gather? He was guiding. Did we hear a danger-signal echoing hoarsely over the sea? There was our pilot. We went below. We turned into our berth. We slept secure because all night an eye was looking out into the dark and a vigilant hand was on the wheel. We trusted our pilot.

Do we trust our Heavenly Father in that way? He is ever looking ahead. One of His characteristics as we know Him takes its name from that fact, *providence*. He sees storm and danger approaching. He knows the end from the beginning. It is a blessed thought that our lives lie in the hollow of His hand, and He sees all the winding, the intricacies, the danger-points in our short, hasty lives. All things are open to His sight.

He not only sees, but He guides. Our Father's hand is on the wheel. We have become so accustomed to His care that our appreciative sense is blunted. It is an invisible care. This agency is more shrouded than that of the pilot in the steamer. Still God is there, His hand on the wheel, steering, guiding, not without sympathy with us in our perplexities. How can we forget the revelation of God made to us in the Lord Jesus Christ? It is divine sympathy expressed in a human face beaming with compassion, a human voice tenderly calling, a human hand warm with the instinct of brotherhood. Yes, it is Jesus abiding with us in the boat. Oh, that we may commit our

sharp, human necessities, our fears, our longings, all things, into the hands of Christ! As we strike the open sea, as we feel the breath of the cold night-wind and the toss of the uneasy waters, as we hear the cry of the storm arousing our fears, may we implicitly trust this divine Pilot who has said, "Lo, I am with you alway, even unto the end of the world.—*Rev. Edward A. Rand, in American Messenger.*"

Seamen's Parasites.

The Port of Portland Commission, Oregon, has this to say in regard to a reform in the treatment of seamen :

The supply of seamen at Portland is ample for all demands; and while it is not claimed that the city has been entirely cleared of the parasites which are accustomed to hang about sailors when on shore, demoralizing them and sometimes interfering with their engagements, still the conditions at Portland in this respect are greatly improved within the past few years, largely owing to the efforts of a standing committee of the local Chamber of Commerce, which is charged with the special duty of protecting seamen from the nefarious practices of keepers of sailor boarding houses and others, which in former years was a source of just complaint by the shipping interests.

The laws of Oregon for the protection of seamen and shipmasters are well formulated to accomplish the end sought, and efforts are constantly made to so enforce them as that both the seamen and the shipmasters shall be protected against improper and illegitimate influences; but it is found diffi-

cult in some cases to reach the real offenders against their provisions, the sailors themselves frequently being in no condition to give impartial and intelligent testimony, even if inclined to do so, which sometimes they are not.

held second place, with 2,594 vessels of 1,244,081 tons, while Norway made a good third and Germany a poor fourth, the number of British sailing vessels being 4,216 of 3,004,638 tons.—*Marine Journal*.

It should not be forgotten that the United States is the second nation in the world in point of ship owning. The reports of the world's tonnage for 1894 showed this country to possess 3,220 vessels of 2,164,753 tons, followed next by Germany and then by Norway. The number of vessels under the British flag was 11,536 of 13,252,639 tons. The number of German steam vessels exceeded those of this country, being 953, of 1,343,357 tons, while we were third on the list with 626, of 920,672 tons, followed respectively by France, Spain and Norway. In sailing vessels the United States

OUR Lord does not exhaust Himself in services and sacraments, and then leave us alone to go away on the rough seas of life toiling in rowing. He sees us. He comes to us: He cheers us. He delivers us. How often have we proved it true. When worries have come sweeping and surging when difficulties have hemmed us in; when darkness has gathered and we could not see a step before us, have we not suddenly found that Presence at our side? Some sweet "Fear not" has come over the seas; and immediately there was a great calm.—*Rev. M. G. Pearse*.

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

At Stations on the Foreign Field.

Sweden.

HELSINGBORG.

Rev. N. P. WAHLSTEDT writes on April 1:

I am sorry to be compelled to inform my dear, honored Society that I have not been able to go out to our sailors with the gospel message during the past quarter in consequence of my broken thigh-bone. Though it is now better, it is still too weak to be used. I feel thankful for your sympathy and kindness to me during my distress.

During this quarter the missionary work has been continued in our harbors and in the Seamen's Hall by my fellow-laborer, Brother BERG, and several of the Lutheran brethren have preached the Word in the sailors' hall. The interest

in the sailors' welfare has been increased and several prominent men in our city have promised to give their aid for building a Sailors' Home in Helsingborg, and a number of Christian women, particularly wives and daughters of sea captains, have begun to work for a Sailors' Home. They had a bazaar for this cause some weeks ago which yielded about 500 kroner. Already 1,700 kroner are collected for this cause. We are very much in need of a Sailors' Home, because navigation the last year has been much increased.

STOCKHOLM.

Mr. J. T. HEDSTROM writes on April 1:

During the past quarter I have visited some islands as I do every winter. The

mission-houses were crowded with sailors, pilots, fishermen and their relations. I have never seen so many people gathered together as now. The sailors came to the meetings as thirsty sheep to a fountain of water. I could mention a number of seamen who promised for ever to fly the flag of prayer and spread the sails of praise until they get into the harbor of the fair heavens above. One sailor asked me to go home with him. There he commenced to tell me that he was a great sinner, for his self-righteousness and self-confidence were now gone, and it was the same with his wife. I then read a portion out of the Bible, bowed our knees in prayer, and both cried to God for salvation. When Jesus came into the ship the wind ceased, and so it was with this storm-tossed sailor and his wife. On this mission trip I visited the families of many seamen. I went to see a captain who was very ill and told him of God's promises. After prayer I said a few cheering words and went away. The next morning I received the glad news that the captain was praising the Lord.

In our mission hall I have preached the gospel daily. Our evening services have been of increasing interest. One evening in March I saw a sailor crying. After the meeting I had a private conversation with the man; he told me that he was a captain and was on his way home to Aland. When I asked him what he was crying for he said "I am a great sinner." When I spoke to him about Jesus and His love he cried still more. Then we bowed our knees in prayer, and after half an hour a beam of the Sun of righteousness shone into his heart and he went out rejoicing. Another evening captain told me a refreshing bit of news. He had a short time ago received a great parcel of religious papers and tracts from me, which he had distributed, and many people have through these papers been greatly blessed.

Average attendance of seamen at religious services, 35; tracts distributed, 1000; visits to families, 50.

SUNDSVALL.

Rev. E. ERIKSSON writes on April 1:

I have preached the gospel in towns, villages and cottages, and the Lord has blessed His word and many strong hearts have been broken and several backsliders have awakened to life. The best of the time my field has been on the coast of the Bothnian Gulf, in Hel-

singland, between the towns Sundsvall and Hudiksvall, where fishermen and some sailors are settled during the winter. In Sundsvall not many sailors are settled during the winter in consequence of the dearness of the living. In Hudiksvall and Iggesund I have preached the word, but the people seemed not willing to receive the word in this place. But the Christians were renewed and encouraged during my stay in Iggesund, where many people live. In Tiskely, in the vicinity of Sundsvall, many sinners have awakened from their sleep in sin and about fifty young men and women have been converted. The first time I preached there these young men came to disturb us, but the spirit of the Lord moved their hearts and they were changed from tigers to lambs. I myself was found of the good Shepherd in my young years. In Hybo I preached the word some times, and ten confessed that they had received peace, among them a young man who had been a free-thinker. In Sundsvall, in the Free Church, about sixty-five souls have been hopefully converted this winter.

During this winter I have preached 83 times, led in 53 prayer meetings, and made 82 visits in families and to the sick, 500 tracts, &c., distributed.

GOTHENBURG.

Mr. CHRISTIAN NIELSON writes on April 1:

There is nothing so full of blessing and inspiration as to listen to the testimony to God's saving power. Day by day sailors arrive here from nearly all the principal ports in the world, giving the testimony of being saved through some missionary's word or some tract given by the missionary when he met the sailor on the street or the vessel. Words of kindness and true Christian love are the principal factors in leading them to Christ. Some time ago I met a sailor who was led to Christ through Dr. NEWMAN HALL'S tract "Come to Jesus." The tract was put into his hand by brother HEDSTROM in Stockholm. When the steamer *Moranco* arrived here from New York a month ago, one of the sailors told me that in New York he attended a meeting. Tea was served; after tea a very old man spoke of Christ and His love to dying men. Said he, "I was convicted of my sin, but left the meeting without making it known to any one. After I got on board and in vain tried to sleep, I

went on deck and prayed God to save my soul and make me a child of His. Then the words the old missionary said came to me, 'though you be a sinner, God loves you.' I found peace and by the grace of God I am determined to live a Christian life. I am going home to find my dear mother; I have not seen her for many years, though I have heard that she is alive. Pray for me that I may be steadfast and as good a child to her now as reckless before."

The old missionary in New York knows nothing about the result of his faithful preaching, and perhaps nobody else in New York, but the old mother knows it, and on her knees thanks God for his faithful words.

The following letter from Helsingfors, Finland, tells the story of gratitude in such a mother's heart:

"*Mr. C. Nielsen, beloved servant of God:* My son WILHELM writes that he in your mission in Gothenborg has met with such great kindness and Christian love that he could not resist the calling voice, but has started in a new life. I cannot reward you for what you have done for my boy in his trying hours, but I desire to thank you for your kindness toward him and for the joy which fills my heart, knowing that my child is saved from a life in sin; on my knees I thank God for the mission to seamen in Gothenborg; my prayer is that God may bless you and the good people that stand by you in your work."

Mrs. NIELSON has received the following letter from the wife of a sea captain:

"I wish to thank you for your friendship and your kindness to us while in Gothenborg, and especially for the little book (the Psalms of David) you gave me when I was about to sail. I wish I could tell you about the joy and comfort I have drawn from its pages. The book is my best friend in a stormy night; whenever I read it, it speaks peace to my fearing heart."

That the work is a blessing on both sea and land will be seen in the following letter; Sister BERGLUND, superior at the hospital, writes:

"Your gift of Bibles and Testaments to this hospital was indeed a welcome one and a blessing from God. This hospital is not very often remembered with donations of this kind, and we are all very thankful to you for your liberal gift and for your work in this place for the salvation of souls, and for the inspiration and blessing you have been to us all. We

pray that God will strengthen you and bless you with abundant success."

There is a rule that no one but the pastors of the State Church are permitted to preach in the hospitals, but through the kindness of Rev. Mr. BOHLIN, pastor of St. John's Church, I got the permission in this hospital, where most of the sailors lie. The services have been greatly blessed, souls moved to tears and many have sought God's mercy. Together with pastor BOHLIN I have visited other hospitals and we have had many blessed hours together in the work for souls whenever his time has permitted it, his servant of God has joined in the work, visiting the ships, and has been also of great service in the reading-room. There has been constantly on hand to counsel and help, and especially through his kindness I have been able to save hundreds of sailors to Koffeestadt, where the gospel of Jesus has been preached to those that otherwise might not be reached.

The Christian Sailors' Home will be discontinued during the summer, but our friends are on the lookout for a more suitable place, so we hope next fall to have a Sailors' Home in the very district of the city where the rum shops get the sailors' hard-earned money. Nearly the fifty sailors aided by us this winter have owed their distress to these dealers. We have made special efforts to gather the sailors from this district to our gospel temperance meetings. Many have signed the pledge; one night nineteen, most of them from one such boarding place.

At the reading room we have had a great field for personal work, about 2,000 seamen having used it during the months of January, February and March. Good reading matter has been put into the hands. Help has been rendered to many in both spiritual and material ways. The ladies under the leadership of Mrs. PETERSEN have been hard at work preparing Bible bags for the vessels. More than 300 kroners' worth of books and tracts have been sent out since January. Mrs. PETERSEN has collected the money from friends in the city. This dear lady is indeed consecrated to her Master, and we thank God that He has given such friends as she to help in the work.

Our noon services on shipboard have been blessed to many. We get in close touch with the sailors in these meetings and find that many are glad and thankful for the songs or words. I can say that it is the most important part of our work. I will close by saying that I have

ward many expressions of gratitude toward the AMERICAN SEAMEN'S FRIEND SOCIETY for their efforts to bring the gospel to sailors entering Scandinavian ports.

Prayer meetings held, 45; gospel meetings on shipboard and in chapel, 36, in hospitals, 15, elsewhere, 13; vessels visited, 251, families, hospitals and lodging houses, 211; Bible bags distributed, 35, Bibles and Testaments, 54.

Denmark.

COPENHAGEN.

Rev. A. WOLLESON writes on April 1:

Although at all times we have realized the droppings of God's mercy, we have again this last quarter been most signally and especially blessed. Although the winter in this northern region has laid no hindrance on navigation, there has been comparatively little traffic, and many sailors have stayed here for months "looking for a chance." This trying time for the men of the sea has proved in spiritual things a season of divine blessing. Conferences, lectures on navigation, rocket apparatus, surgical aid on shipboard and help in many ways to shipwrecked and destitute seamen have made our mission attractive and influential. Our reading and inquiry rooms have been open daily from 5 to 10; between 7,000 and 8,000 seamen (including visit and revisits) have during the past winter regarded our mission as the home for the men of the sea, and here we expound the gospel to the soul as well as to large assemblies. Thirty-two souls have found grace to embrace Christ Jesus as their Saviour and have received a perpetual inner sunshine. One of these a seaman sixty-seven years old. Services in various languages have been conducted five and six times a week. I desire to acknowledge the co-operation of several devoted workers who are in favor of our undenominational ways of laboring. Our Sabbath School is attended by about three hundred children, a great extent related to seamen or longshoremen.

Visiting ships on Sabbath morning I served a sailor on the wharf emptying his bag and some longshoremen gathered around him. I learned that he was a native of England just arrived here on a steamer from Stettin. As he had not a penny in his pocket, he would sell his clothes in order to satisfy his hunger. He was invited to go with me to our

Bethel ship to obtain shelter and food. A large assembly of children was attending Sunday School. The sight of the bright and happy children and their beautiful song made such an impression on him that tears rolled down his cheeks, for he was one of the Lord's wandering sheep. At the throne of grace, so long unvisited, he made a full surrender of himself to Christ.

Capt. JOHN LIND and his mate, natives of Gothland, on their way to Aarhus, visited our Bethel ship. Capt. LIND spoke of blessings received through the efforts of your faithful missionary at Stockholm. Our Bethel ship was thronged by Scandinavian sailors, to whom the captain spoke in demonstration of the Spirit and of power.

On Wednesday, March 4, while we were engaged in gospel services for English sailors, four fishermen from Raa entered our Bethel ship. They were all converted, and rejoiced that they came just in time to attend the services. They told us that the hymns we were singing were precious to them, they having learned them, and through them learned to love Jesus, while they, as young sailors, were sailing out from America. After services they told me of some of the blessings which had followed the evangelizing efforts of Brother WAHLSTEDT in their vicinity. They regretted with sorrow the affliction which had befallen him and prayed God for the restoration of their beloved missionary.

A token of God's love to us was manifested in the receipt of a present of a large supply (new edition) of hymn books for our Bethel services. The edition contains six hundred and seventy-two excellent gospel hymns, of which a large number are translated from the English. Some of the best old Methodist hymns and a large collection of Mr. SANKEY's sacred songs. The glorious result of the last quarter's evangelizing efforts I ascribe to the Holy Spirit blessing the singing of these glorious hymns.

I have made several visits and can report of zealous efforts and glorious results in our seamen's missions at Dragor, Elsinor and Korsor. At Dragor we have purchased a lot for the intended mission house. I inclose drawings of the intended building. The expenses will amount to 12,300 kroner, a large amount indeed, but we trust in Jesus, and we shall not be confounded. We have already succeeded in gathering subscriptions to the amount of 1,885 kroner, of which Prince WALDEMAR subscribed 50 kroner.

Number of religious services held in chapel, 43, on shipboard, 4, in hospital, 5, elsewhere, 6; prayer and experience meetings, 31; average attendance of seamen at religious services, 125, of others, 75; religious visits made to hospitals, 38, on ships, &c., 264, in boarding-houses and families, 472; Bibles and Testaments distributed, 417, tracts, &c., 8,000; Bible bags, 46, refitted, 29; dinner tickets, 400; lodgings, 83; free passages, 27; some bags of woolen articles.

Japan.

YOKOHAMA.

Rev. W. T. AUSTEN writes on April 17:

We have had good attendances at all our services during the quarter, and much interest has been shown. At the close of all our meetings a large cup of coffee and a generous slice of cake has been given to each seaman present. The ladies of the Christian Endeavor Society have kindly continued their entertainments at our mission rooms every Wednesday evening. Two very enjoyable picnics have been arranged and successfully carried out for seamen on leave from their ships, Tokio being the choice on each occasion. After the day's outing the men return to the mission to partake

of a good supper, followed by an entertainment. On the 27th of March a farewell supper was arranged at the seamen's chaplaincy for the Christian Endeavorers of the U. S. S. *Concord*, which was followed by a prayer meeting, most of the seamen present engaging in prayer. It was both a profitable and refreshing season.

Owing to several of our children being run down in health, Mrs. AUSTEN arranged to take them all five with her for a trip to Shanghai and Hong Kong. After a most enjoyable visit with the workers at those ports they returned via Nagasaki, Kobe, Osaka, and Nagoya, much improved in health. We have been enjoying a very pleasant visit from Mr. H. BINLEY, who is returning from the States by the S. S. *China* on the 26th.

Number of American ships, &c., in port since last statement, 21, all others, 234; religious services held in chapel, 39, on shipboard, 4, in hospital, 3, elsewhere, 16; average attendance of seamen at religious services, 20; religious visits to hospitals, 16, on ships, &c., 123, in boarding houses, 65; Bibles distributed, 5, bags of reading, 73; concerts, 2, attendance, 185; social and magic lantern entertainments, 17, attendance, 723; New Year tree entertainments, 2, attendance, 122; picnics, 2, attendance, 63; temperance picnics, 9.

At Ports in the United States.

New York.

BROOKLYN NAVY YARD.

Mr. J. M. Wood writes on April 30:

Letters published below are from Turkey, Uruguay, Hampton Roads, Newport and Norfolk:

"Thank God for His great love for us poor creatures. What a change He has made in our lives! I am so thankful that God placed you on the Cob Dock to draw me to Jesus by your testimony. God bless you and yours, and may your labors be greatly blessed is my prayer; pen and ink and all the languages of the world combined can never tell the misery I had in the world without God. I knew nothing of the wonderful salvation that He has provided for all sinners. God spoke through you to my poor lost soul on the 18th of February, and delivered me out of all my troubles. All the evil habits have gone, no more room, no more con-

demnation. Oh it's blessed to have eternal life and know it."

"Your letters bring great comfort to our little band of Christians here on this ship. We make much of our little services here. Last night we had a glorious meeting, a regular revival, consecrating ourselves to Jesus. It's such a grand thing to be able to speak about Christ and His saving power to those who know Him not. I feel greatly blessed every time I have the privilege of leading the meetings on board, and lots of the boys are attending them, and quite a number are convicted of sin, and I pray they will give themselves entirely to His keeping."

"I have learned a good deal since I found Christ about God and His glory, and sometimes I wish I were in heaven with my mother and sisters, but I will see them again some day, if I am faith-

ful. We have no chaplain and so we are compelled to go without religious services, but I read my Bible and pray to God every day that no harm may come to me and that I may be kept out of temptation."

"We are just leaving for England, so write good-bye to you and wife. Write and give me some advice in the Christian life, as I am trying to be good and to serve the same Master you are serving. Pray for me, won't you?"

"We have a very loving Saviour, and He is so merciful to me. The wickedness around me is so great and I am so weak, but I am trusting in Him all the time. Pray for me that I may give more earnest heed to spiritual things and that I may seek Christ with my whole heart and serve Him with all my powers."

I'm tired of sin and straying, Lord,
Now I'm coming home;
I'll trust Thy love, believe Thy word,
Lord, I'm coming home.

While singing this verse at a recent service a stalwart fireman who occupied a front seat became very visibly affected and it was evident he was under deep conviction, and when the chorus,

Coming home, coming home,
Never more to roam;
Open wide thine arms of love,
Lord, I'm coming home,

was sung very softly, trembling under deep emotion and with tears in his eyes he arose and his tired feet wandered back into the everlasting sheepfold. He had tasted of Christ's love in days gone by but had wandered far away, and had resolved, God helping him, then and there to return home to roam in the far country of sin no more forever. It was a very precious time and our hearts burned within us, for the great Shepherd was in the midst of us with the lost sheep in His everlasting arms of love, and all the angels of God rejoiced and heaven's bells rang out over the weary prodigal returning to Father's house. I learned that his father was a minister of the gospel in a Southern State, a brother studying for the ministry, and a sweet Christian mother. He immediately wrote home the glad news and there was great rejoicing. I have witnessed many scenes like this, and it is the dearest sight under the sun.

A pathetic inquiry came to me from over the sea, inquiring after another wander-

er from God and home. I found him in an adjoining State, and pray that he too may be led back to the old homestead. A poor fellow in this city sent for me a short time ago to come and see him in his distress. I found him on a bed of pain and anguish caused by a protracted spree. He had given up all hope, and kneeling by his bedside I poured out my heart in prayer to the great Deliverer who had set me free from the chains of appetite, and as I prayed the same radiant Christ stood beside us and touching him with that blessed healing hand cleansed him from the deadly poison of sin. The shackles that bound him were snapped asunder, and he is now following in the footsteps of the Master.

No longer in darkness I'm walking,
For the light is now shining on me,
And now unto others I'm telling,
How He saved a poor sinner like me.

One of our Christian men-o'-war's men, discharged a few weeks ago, having obtained employment ashore, took unto himself a wife, and Mrs. Wood and myself were agreeably surprised and gratified to receive an invitation to the ceremonies, which took place at the Emigrants' Home, Greenwich Street, New York, and as we partook of the refreshments our thoughts turned to that glad day when we should sit down in company with all of God's redeemed children at the marriage supper of the Lamb. This young couple starts out with Christ as the honored guest in their home, and He will pilot them safely into the desired haven.

We gratefully acknowledge the receipt of four Bibles from Miss HOADLEY, Brooklyn; five comfort bags from the Sunday School class of Miss MAMIE L. ROBERTS, this city; and large quantities of reading matter from the Young People's Society of Christian Endeavor of First Presbyterian Church, Mount Vernon, N. Y.

Florida.

PENSACOLA.

Mr. H. C. CUSHMAN writes on April 11:

Arrivals of American vessels, 35, British, 24, all others, 67; religious services held in chapel, 27; average attendance of seamen at religious services, 27, of others, 14; religious visits to hospital, 14, on ships, &c., 187, in boarding-houses, 60; Bibles and Testaments distributed, 19, tracts, 259, religious papers and maga-

zines, 825; seamen who signed the temperance pledge, 2; cabinet libraries ready for vessels, 3.

Oregon.

PORTLAND.

Rev. W. O. FORBES writes on April 1:

There have been many things to encourage us: the increasing attendance, the large number identifying themselves with the organized work, the words of appreciation and commendation from the seamen themselves, and from their friends at home, the sympathy and help of the public; all go far to offset any discouraging features of a work like this and give positive good cheer to all our workers. We have directed our efforts along three lines, viz., social, educational and religious.

The social work has been done largely through the Institute, though monthly socials have been pretty regularly held in the chapel by the Floating Endeavor Society; and many seamen have been entertained in our homes from time to time. The Institute, whose rooms are neatly kept and are well supplied with piano, games, reading matter, writing material, etc., has been open every night from 6 to 10 o'clock. The attendance has been most gratifying, far better than last year, considering the number of ships in port. Beginning with April, 1895, the opening of the fiscal year, the attendance at all our work was as follows: April, 804; May to August, inclusive, 1,400; September to November, inclusive, 3,382; December, 2,511; January, 1896, 1,662; February, 1,489, and March, 1,446; making a total for the twelve months of 12,934; or over 1,000 per month on an average. The object has been to make the place so attractive and homelike that the seamen will prefer to spend their evenings with us rather than roaming the streets or visiting the places of vice in our city. To this end the games have proven attractive, while frequent concerts, farewell receptions, entertainments by our own and visiting young people's societies and the Woman's Christian Temperance Union, usually accompanied with refreshments, have added to the pleasure and profit of our homeless guests. We have had the privilege occasionally of taking a company of our seamen to assist in church entertainments, where they have always proved a drawing card.

Sunday afternoon teas have been served

nine months of the year to an average of nearly 50 seamen each Sunday, ranging from 22 to 74 in number. Mrs. FORBES has had charge of this work and has been ably assisted the past six months by the missionary committee of the Sangreal Young People's Christian Endeavor of the First Presbyterian Church. Special teas and entertainments have also been provided, and the seamen otherwise entertained on all the holidays during the year. In short, nothing has been left undone that we could do to provide attractive entertainment during all the hours the seamen have been allowed ashore. In this work the chaplain has been ably seconded and assisted all the year by Father FLETCHER and for the past three months by Mr. WILFORD TREVORS and by many other volunteers in Bethany Mission. The chaplain, aided by a committee of the Men's League of the First Presbyterian Church, has collected during the year a library of over 400 volumes, including the Encyclopædia Britannica and many other standard works. This is now open to the seamen and the public in the Men's Resort, which has recently been opened in the building. About 20,000 pieces of reading matter, including nearly 150 Bibles and Testaments, have been distributed upon the ships, and also a large number of comfort bags supplied by two societies of King's Daughters.

The Bethel work has been very gratifying. A Floating Society was organized last July with 33 charter members, 15 of them seamen. There have now been enrolled altogether 108 members, 3 honorary, 19 active, 8 associate, and 78 floating members. The present president is Professor ARTHUR P. MCKINLAY. The society has held regular Wednesday evening and Sunday afternoon services and occasionally on shipboard. These services have had an average attendance of about 40 each, sometimes reaching as high as 70, 80 and even 90. The Sunday evening services, which have been conducted along evangelistic lines, have been the best attended service of all. A well selected orchestra has helped us as part of the season and proven a great assistance. Fifty-four in all have given their hearts to the Saviour, while many others have gone away with the arrows of conviction in their hearts. The chapel has been filled with eager listeners all the year at these services, and a deep spiritual interest has been manifest. The last two Sunday evenings, as we did during the summer months last year, coffee with

cake was served to the men of the congregation, in which nearly 150 participated last night, about one-fourth of whom were seamen.

I have collected altogether during the twelve months \$565.70, of which nearly \$325 was subscribed on the ships. The expenses, exclusive of salaries for the chapel and reading rooms and including a previous gas bill of \$40, were about \$350, leaving \$215 to the credit of the work.

I cannot close this report without making special mention of the faithfulness and devotion of Father FLETCHER, your missionary, whose love for seamen is unbounded, begetting love in their hearts for him and for us all. I wish also gratefully to acknowledge the good offices of the committee for work among seamen from the Woman's Christian Temperance Union and the young people's societies of the different churches, especially the First, the Westminster and the Forbes Presbyterian Churches, whose help has made our cares less and has helped our seamen materially. Mr. D. C. BURNS, with a parlor table, and hundreds of others with their gifts of books, magazines, etc., have done us and our dear sailors much good. Doubtless with the experience of the past and the good will of all concerned as stock in trade, the next year may even add lustre to Portland's already good name for caring for the homeless wanderers of the sea. In any event let us pray that the good already done may only increase in blessing and good to those in whose behalf we have given ourselves, and that all the seed sown may spring up into abundant fruit for the harvest time. In our work it is not easy to gather results or even to see them, but our missionaries are out and are going to the ends of the world, who can tell, till that great day when all are gathered home, what the cup of cold water given in the Master's name has done for the many who have come to our little Bethel and then gone away to see them no more and to know them no more in this life. But God, who loves the seamen, sees it all and knows it all and will make good His promise that His word shall not return unto Him void and we can safely trust it all to Him!

Number of American ships, etc., in port since last statement, 20, all others, 6; number of religious services held in chapel, 10, elsewhere, 4; average attendance of seamen at religious services, 35, of others, 75; number of religious visits made to hospitals, 10, on ships, etc.,

100; Bibles and Testaments distributed, 10, tracts, etc., 1,000.

Washington.

SEATTLE.

Rev. THOMAS REES writes on May 1:

Shipping has been light; indeed, steamers are doing nearly all the carrying to Seattle, especially coal. There has only been one sailing vessel loading coal for the month. I was at Port Blakely once; there were fifteen ships there; the mill is running day and night. The evening service was well attended, quite a large number of seamen being present; in fact this is the busiest place on the Sound; the local traffic to Seattle is quite large and I have to bend my energies to them largely. I distribute a large amount of papers among them and talk with them of the great salvation as opportunity is offered. Sunday is a day devoted to repairing the damages by wear and tear which may have occurred during the week, and of course is claimed to be a necessity. In fact the Sound sailors know nothing at all of a day of rest. We are a wicked people. God's laws are trampled on. There have been four forward for prayers for the month; three I believe were hopefully converted.

Number of American ships, &c., in port since last statement, 10, English, 2; religious services held in chapel, 60, at Port Blakely, 1; average attendance of seamen at religious services, 7, of others, 60; religious visits to hospital, 5, on ships, &c., 44, in boarding-houses, 11; Bibles and Testaments distributed, 2.

PORT TOWNSEND.

Mr. C. L. TERRY writes on April 10:

The first quarter of '96 has closed with a visible result of seventeen (nearly all seamen) having manifested a desire to become Christians, some of whom came out into the clear light. Our visits to the sick at the Marine Hospital are very gratifying; the patients seem to look forward to our coming with real pleasure. It is our aim to reach the vessels at meal hour, so as not to interfere with the work of the ship. Not long since, however, it happened otherwise, and as I went forward the mate called out for the men to knock off and take a twenty minutes' smoke, so I might have a chance to talk to them, the following Sunday holding service in the fore-castle of this ship. How much better where men govern thus, not by tyranny but by real nobility. We have good tidings from some of our dear

brothers that have gone out from us, and hear that they are standing true.

Number of religious services held in chapel, 77, on shipboard, 1, funeral, 1; average attendance of seamen at religious services, 12, of others, 8; religious visits made to hospitals, 12, on ships, &c., 14, in boarding-houses, daily; Bibles and Testaments distributed, 7, and many tracts.

Book Notice.

MEMORABLE VOYAGES OF REBEL AND VICTORY. By Rev. A. B. King. Boston. James H. Earle.

This is a "Pilgrim's Progress" made by sea, and of course the conditions of a vessel and a voyage must be regarded, and as a matter of fact are observed with a good degree of conformity to verisimilitude and the unities. The author has views not only on the fundamental points but also on the nicer points of the Christian theology and experience, and often compels the vessel to "lay to," as it were, or to make some convenient port, for the elucidation of these points, and for showing the importance of truth in relation to life. Allegory is a difficult form of composition, and our author is not another BUNYAN; nevertheless, he has made a book that both landsmen and seamen will find a great aid in their reflections on the voyage of life, the conditions within and without which hinder and which help the voyager to the happy harbor. His ingenuity in details as well as in broad outlines is remarkable, but, best of all, he teaches Bible truth from beginning to end, and his book is therefore a means of grace to his readers. Copies of it will go into the loan libraries of this Society, and will doubtless be read with relish and profit by Christian seamen.

The Planets for June, 1896.

MERCURY will be visible the last few days of the month, in the east, before sunrise.

VENUS will be too near the Sun to be well visible.

MARS will be visible in the morning, but will not be conspicuous.

JUPITER will be seen in the northwest after sunset.

SATURN will be visible during the first half of the night.

Princeton.

T. R.

Sailors' Home, New York.

190 CHERRY STREET.

Reported by F. Alexander, Lessee, for the month of

APRIL, 1896.

Total arrivals..... 110

Receipts for April, 1896.

MASSACHUSETTS.

Whitinsville, Arthur F. Whitin, to replace loan library No. 10,191, lost at sea..... 20 00

CONNECTICUT.

Black Rock, Congregational Church..... 14 50

Bridgeport, Second Congregational Church..... 24 21

Colchester, Congregational Sunday School..... 3 58

Enfield, First Congregational Church..... 2 20

Essex, First Congregational Church..... 18 98

A friend..... 1 00

New Britain, Miss Lucy J. Pease, balance for loan library..... 10 00

New London, Cornelia Wetmore Chapell..... 40 00

First Church of Christ..... 6 82

New Milford, Woman's Congregational Home Missionary Union..... 15 00

North Stonington, Congregational Sunday School..... 5 85

Southport, Congregational Church..... 70 00

Miss Georgie A. Bulkley, for the George Bulkley Library No. 9..... 20 00

Miss Eliza A. Bulkley, for the Elizabeth Bulkley Library No. 9, and the James Eleazer Bulkley Library No. 2..... 40 00

NEW YORK.

Brooklyn, Mrs. E. R. Atwater..... 20 00

New York City, collections from the White Star Steamship Co.'s steamers, received per H. Maitland Kersey, agent..... 100 00

Collections from the steamers of the International Navigation Co.'s lines, received per H. G. Phillips, cashier..... 38 44

Bruce & Cook, of which \$20 for library..... 50 00

Mrs. Julia Billings..... 25 00

Miss Rachel L. Kennedy, for library..... 20 00

G. G. Williams..... 20 00

Benjamin Lord, M.D..... 10 00

Wm. M. Evarts..... 10 00

Wm. Daniel D. Lord..... 10 00

Miss Isabel McKee..... 5 00

Wm. B. Kendall..... 5 00

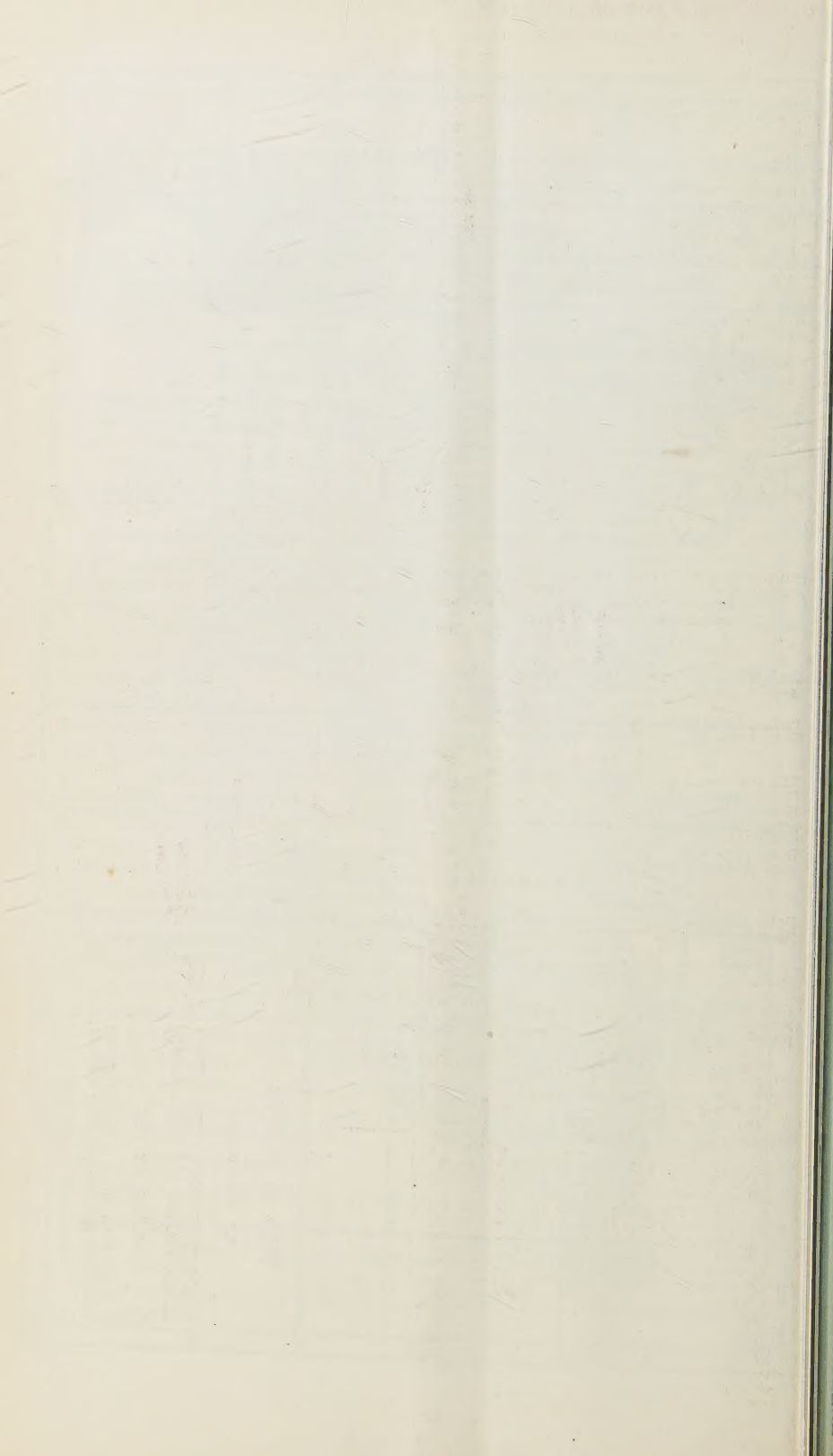
A friend, for loan library work..... 1 00

Mrs. W. Parker..... 1 00

NEW JERSEY

Newark, Second Presbyterian Ch.... 21 91

\$629 49



INFORMATION FOR SEAMEN.

LIST OF CHAPLAINS, MISSIONARIES, Etc., AIDED BY THIS SOCIETY.

SWEDEN, Helsingborg.....	Rev. N. P. Wahlstedt.
" Stockholm.....	J. T. Hedstrom.
" Sundsvall.....	Rev. E. Eriksson.
Gottenborg.....	Christian Nielsen.
DENMARK, Copenhagen.....	Rev. A. Wollesen.
GERMANY, Hamburg.....	British & American Sailors' Inst., H. M. Sharpe.
BELGIUM, Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
ITALY, Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
" Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
INDIA, Bombay.....	Seamen's Rest, R. H. Madden, Superintendent.
" Karachi.....	F. Wood
JAPAN, Yokohama.....	Rev. W. T. Austen.
" Kobe.....	J. Harmon.
CHILE, Valparaiso.....	Rev. Frank Thompson.
ARGENTINE REPUBLIC, Buenos Ayres.....	Buenos Ayres Sailors' Home & Miss'n, W. C. Morris.
" Rosario.....	Rosario Sailors' Home & Mission, Capt. F. Ericsson.
REPUBLIC OF URUGUAY, Montevideo.....	Montevideo Sailors' Home & Miss'n, Thos. McCarthy.
MADEIRA, Funchal.....	Mission to Sailors & Sailors' Rest, Wm. Geo. Smart.
GLOUCESTER, Mass.....	Gloucester Fishermen's Inst., Rev. E. C. Charlton, [Chaplain.
NEW YORK, New York City.....	Capt. Wm. Dollar.
" Brooklyn, U. S. Navy Yard.....	J. M. Wood.
VIRGINIA, Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
NORTH CAROLINA, Wilmington.....	Wilmington Port Society, Rev. Jas. Carmichael.
SOUTH CAROLINA, Charleston.....	Charleston Port Society, Rev. C. E. Chichester.
FLORIDA, Pensacola.....	Pensacola Port Society, Henry C. Cushman.
GEORGIA, Savannah.....	Savannah Port Society, H. Iverson.
ALABAMA, Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
LOUISIANA, New Orleans.....	New Orleans Port Society, Rev. R. E. Steele.
OREGON, Portland.....	Portland Seamen's Friend Soc'y, Rev. W. O. Forbes.
" Astoria.....	Rev. J. McCormac.
WASHINGTON, Tacoma.....	Tacoma Seamen's Friend Soc'y, Rev. R. S. Stubbs.
" Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
" Port Townsend.....	Pt. Townsend Sea. Friend Society, C. L. Terry.

Directory of Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
PORTSMOUTH, N. H., No. 104 Market St	Seamen's Aid Society.....	James F. Slaughter.
BOSTON, Mass., N. Sq., Mariners' House	Boston Seamen's Aid Soc'y	Capt. J. P. Hatch.
" Sailors' Christian Home.....	Lad. Beth. Soc., N. Bennet St.	George Smith.
" Charlestown, Sailor's Haven, 46 Water St.....	Epis. City Mission.....	John Allen, Supt.
" East Boston, S. Mary's House for Sailors, 120 Marginal St.	" ".....	James M. Battles, Supt.
NEW BEDFORD, Mass., 14 Bethel Court.	Ladies' Br. N. B. P. S.....	Mr. & Mrs. J. Tinkhorn.
NEW YORK, N. Y., 190 Cherry Street..	Amer. Sea. Friend Society.	F. Alexander, Lessee.
" 52 Market St.....	Epis. Miss. Soc. for Seamen	H. Smith.
PHILADELPHIA, Pa., 422 South Front St	Penn. " " " "	Capt. R. S. Lippincott.
BALTIMORE, Md., 418 South Ann Street	" " " " "	Miss Ellen Brown
" 1737 Thames St.....	Port Miss., Woman's Aux'y	Capt. J. C. Abbott, Supt
WILMINGTON, N. C., Front & Dock Sts.	Wilmington Port Society...	Miss Aisquith, Matron.
CHARLESTON, S. C., 44 Market St.....	Ladies' Sea. Friend Society	Capt. H. G. Cordes.
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society.	
NEW ORLEANS, La.....	N. O. Sea. Friend Society..	Halvor Iverson.
SAN FRANCISCO, Cal.....	S. F. Sea. Friend Soc'y...	Capt. Melvin Staples.
PORTLAND, Ore.....	Portland Sea. Fr'nd Soc'y.	
NEW HAVEN, Conn.....	Ladies' Sea. Friend Society	Rev. J. O. Bergh, Supt.

MARINERS' CHURCHES.

Location.	Aided by	Missionaries.
PORTLAND, ME., Fort St., n. Custom H.	Portland Sea. Fr'nd Soc'y..	Rev. F. Southworth
BOSTON, Mass., 332 Hanover St.....	Baptist Bethel Society.....	Walter J. Swaffield
Bethel, 287 Hanover St.....	Boston Sea. Friend Soc'y..	" S. S. Nickerson.
East Boston Bethel.....	Methodist.....	" L. B. Bates.
GLOUCESTER, Mass., 6 Duncan St.....	The McClure Chapel, Glouc- ester Fishermen's Inst.,	" E. C. Charlton.
NEW BEDFORD, Mass.....	New Bedford Port Society.	" E. Williams.
NEW HAVEN, Conn.....	Ladies' Sea. Friend Society	" John O. Berg.
NEW YORK, N. Y., Catharine c. Madison	New York Port Society....	" Samuel Boul.
128 Charlton Street.....	" W. S. Branch.	Mr. John McCormack.
Foot of Pike Street, E. R.....	Episcopal Miss. Society....	Rev. Wm. A. Dalton.
No. 341 West Street, N. R.....	" " " "	" W. A. A. Gardiner.
21 Counties Slip.....	" " " "	" Isaac Maguire.
26 State Street.....	Am. Ev. Luth. Im. Miss. So.	Mr. Lilja, Miss'y.
Oliver, cor. Henry Street.....	Baptist.....	
BROOKLYN, N. Y., U. S. Navy Yard...	Am. Sea. Friend Society...	Mr. J. M. Wood.
31 Atlantic Avenue.....	New York Port Society....	James Davis.
193 9th Street, near 3rd Avenue..	Dan. Ev. Luth. Sea. Miss'n.	Rev. R. Andersen.
Eric Basin.....	Episcopal Miss. Society....	" Isaac Maguire.
Scandinavian Seamen's Church,		
William St., near Richard St....	Nor. Luth. Sea. Mission....	" Jakob Bo.
PHILADELPHIA, Pa., c. Front & Union.	Presbyterian.....	" H. F. Lee.
N. W. cor. Front and Queen Sts..	Episcopal.....	" Francis W. Burch.
Front Street, above Navy Yard...	Baptist.....	"
Washington Ave. and Third St.	Methodist.....	" W. Downey.
Port Missionary, 1420 Chestnut St.	Seamen's Un. Bethel Soc'y.	" E. N. Harris.
BALTIMORE, Md., Aliceanna & Bethel Sts	Port Mission.....	" G. W. Heyde.
No. 815 S. Broadway.....	Norfolk Sea. Fr'nd Soc'y..	Mr. Kirby S. Willis.
NORFOLK, Va.....	Wilmington Port Society...	Rev. J. B. Merritt.
WILMINGTON, N. C.....	Charleston Port Society....	" J. Carmichael, D. D.
CHARLESTON, S. C., 44 & 46 Market St..	Amer. Sea. Friend Soc'y...	" C. E. Chichester.
SAVANNAH, Ga.....	" " " " "	" H. Iverson.
PENSACOLA, Fla.....	" " " " "	Mr. Henry C. Cushman.
MOBILE, Ala., Church St., near Water	" " " " "	Rev. R. A. Mickle.
NEW ORLEANS, La., Fulton St., near	Presbyterian.....	" R. E. Steele.
Jackson.....		
SAN FRANCISCO, Cal.....	San Francisco Port Society.	" J. Rowell.
PORTLAND, Ore.....	Amer. Sea. Friend Soc'y...	Mr. W. O. Forbes.

AMERICAN SEAMEN'S FRIEND SOCIETY, 76 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

JAMES W. ELWELL, *President.*

CHAS. A. STODDARD, D.D., *Vice-President.*

W. C. STITT, D.D., *Secretary.*

WILLIAM C. STURGES, *Treasurer.*

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128 Henry Street, Brooklyn, N. Y.
EDGAR L. MARSTON,
33 Wall Street, New York.

OBJECTS OF THE SOCIETY.

ARTICLE II, (of the Constitution).—"The object of this Society shall be to improve the social and moral condition of seamen; by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the Gospel, and other religious blessings."

CHAPLAINS.—In addition to its chaplaincies in the United States, the Society has stations in JAPAN, CHILE, S. A., the MADEIRA ISLANDS, ICELAND, SWEDEN, NORWAY, DENMARK, GERMANY, HOLLAND, BELGIUM, FRANCE, ITALY, and INDIA. A list of the chaplains, who will always be ready to befriend the sailor, is given on the preceding page.

LOAN LIBRARIES.—An important part of the Society's work, and one greatly blessed of God to the good of seamen, is that of placing on board ships going to sea, libraries composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it is communicated as far as possible. The whole number of new libraries sent out by the Society up to April 1, 1896, was 10,292. Calculating 11,935 reshipments, their 541,100 volumes have been accessible to more than 391,038 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools. Twenty dollars furnishes a library.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society, and is leased under careful, judicious restrictions. It is unsurpassed in comfort by any Sailors' Home in the world; its moral and religious influences cannot be fully estimated, but many seamen have there been led to Christ. Destitute, shipwrecked seamen are provided for at the HOME. A missionary of the Society resides in the HOME, and religious and temperance meetings are held daily. The Lessee receives and cares for the savings of his sailor guests and a large amount has thus been saved to seamen and their families.

A list of the Society's periodicals will be found on the second page of the cover of this MAGAZINE.